Addendum to Environmental Impact Assessment Report

For Development at Knockbrogan, Bandon, Cork.

on behalf of Castle Rock Homes (Bandon) Ltd

January 2026

McCutcheon Halley

CHARTERED PLANNING CONSULTANTS

Document Control Sheet

Client	Castle Rock Homes (Bandon) Ltd	
Project Title	Knockbrogan	
Document Title	Addendum to Environmental Impact Assessment Report	
Document Comprises	**Volumes**	--
	Pages (Including Cover)	12
	Appendices	1
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Checked by	Majella O'Callaghan	
Office of Issue	Cork	
Document Information	**Revision**	A
	Status	Submitted
	Issue Date	January 2026

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Contents

1. Introduction

This report is an addendum to the submitted Environmental Impact Assessment Report (EIAR) that accompanied an application for permission by Castle Rock Homes (Bandon) Ltd., for a Large Scale Residential Development (LRD) application at Knockbrogan, Bandon, Co. Cork

This Addendum should be read in conjunction with the original EIAR document, Volumes, 1, 2 and 3 submitted with the LRD application.

This Addendum has been completed to address the further information request issued by Cork County Council on 22nd December 2025.

As part of the response to the further information request it was considered that an EIAR addendum should be prepared, in light of the revised information being submitted to Cork County Council.

The completed EIAR included 18 no. chapters, completed by various relevant consultants as listed in the table below.

	Chapter	Consultant
1.	Introduction	McCutcheon Halley
2.	Project Description	McCutcheon Halley
3.	Alternatives Considered	McCutcheon Halley
4.	Population and Human Health	McCutcheon Halley
5.	Landscape and Visual	Modelworks
6.	Material Assets: Traffic and Transport	Hegsons Design Consultancy
7.	Material Assets: Built Services	Brian O'Kennedy & Associates
8.	Material Assets: Waste	Malone O'Regan Consulting Engineers
9.	Land & Soils	AWN Consulting Engineers
10.	Water and Hydrology	AWN Consulting Engineers
11.	Biodiversity	Malone O'Regan Consulting Engineers
12.	Noise and Vibration	AWN Consulting Engineers
13.	Air Quality	AWN Consulting Engineers
14.	Climate	AWN Consulting Engineers
15.	Cultural Heritage	John Cronin & Associates
16.	Risk of Major Accidents and Disasters	AWN Consulting Engineers

	Chapter	Consultant
17.	Interactions	McCutcheon Halley
18.	Summary of Mitigation Measures	McCutcheon Halley

2. Review of EIAR Chapters – Volume 2 Main Statement

2.1 Chapter 1 - Introduction

There is no material change to this chapter resulting from the further information response.

2.2 Chapter 2 - Project Description

There is no material change to this chapter resulting from the further information response. Minor amendments were made to the proposed site plan by Brian O'Kennedy & Associates however these changes were not of material change.

2.3 Chapter 3 - Alternatives Considered

There is no material change to this chapter resulting from the further information response. Brian O'Kennedy & Associates have submitted a revised site plan as part of the response, however the changes associated with this revised site plan are minor in nature and does not result in a material change to the proposal.

2.4 Chapter 4 - Population and Human Health

There is no material change to this chapter resulting from the further information response.

2.5 Chapter 5 Landscape and Visual

There is no material change to this chapter resulting from the further information response.

2.6 Chapter 6 - Material Assets: Traffic and Transport

In response to the RFI received from Cork County Council, minor changes have been made to the assessment of the relevant junctions identified in the EIAR. No material changes are proposed to the initial Traffic and Transport chapter submitted as part of the EIAR, however the below response has been prepared by Hegsons Design Consultancy Ltd as part of this report. Hegsons Design Consultancy have provided the below response in **Orange** as part of this report.

2.6.1 Purpose of this Addendum

This addendum records the implications of the post-RFI design changes for the findings of the Traffic and Transport (Chapter 6 of the EIAR) prepared for the proposed Large Scale Residential Development at Knockbrogan, Bandon, Co. Cork. It should be read in conjunction with the original Traffic and Transport chapter of the EIAR.

The focus of this addendum is in response to RFI Item No. 6 (n), the effect of the inclusion of the future potential "Phase 2 of Cork Road Structures Ltd" (site adjoining to the west of planning permission 23/6540) on the traffic impact assessment. The effect of this additional potential committed development land has been considered and how this changes the future operational capacity of the Old Cork Road/Macroom Road junction and Sean Hales Place junction.

2.6.2 Summary of Traffic and Transport changes relevant to the EIAR

Following the RFI, the traffic and transport assessment for the proposed development has been re-assessed where necessary. In relation to Phase 2 of Cork Road Structures Ltd (site adjoining to the west of planning permission 23/6540), no site layout details or potential level of development is currently available for the land. Notwithstanding this, an indicative site layout for approximately 55-60 residential units has been assumed for the purpose of the lands (should an application be brought forward at some stage in the future).

In line with the Planning Application Ref: 23/6540 for Phase 1 of Cork Road Structures Ltd (development of 77 No. residential units, creche and associated infrastructure), a similar trip rated is proposed, based on the Traffic Assessment prepared on behalf of Structures Limited, Bandon, in December 2023 & August 2024.

Table 1 outlines the trip rates used in relation to the potential 60 residential units that could be provided for the site adjoining to the west of planning permission 23/6540). For consistency, the same trip rates have been applied to the subject site for 212 No. residential dwellings.

Table 1 – Phase 2 of Cork Road Structures Ltd Peak Hour Trip Rates for Proposed Development (60 No. Residential Dwellings)

	Inbound (No. of trips/trip rate)	Outbound (No. of trips/trip rate)	Total Two-Directional (No. of trips/trip rate)
AM Peak Hour			
TRICS (People Trip Rate)	0.206 vehs/dwelling	1.000 vehs/dwelling	1.206 vehs/dwelling
Resultant People Trips	13 trips	60 trips	73 trips
Vehicle Trips (77% Modal Split*)	10	46	56
PM Peak Hour			

TRICS (People Trip Rate)	1.000 vehs/dwelling	0.545 vehs/dwelling	1.545 vehs/dwelling
Resultant People Trips	60 trips	33 trips	93 trips
Vehicle Trips (77% Modal Split*)	46	27	73

2.6.3 Effects on the traffic and transport assessment

The key junctions have been re-assessed as set out in the RFI to take into consideration the additional trip generation for Phase 2 of Cork Road Structures Ltd.

The following updated tables indicate the percentage increase of traffic at the 2 key junctions set out in Cork County Council's Request for Further Information. Tables 2 and 3 as set out below, supersede and replace Tables 6-6 and 6-7 respectively, in Chapter 6 of the initial EIAR.

Table 2 – Summary of the percentage increase of traffic at the main junctions for the Predicated Peak Hour Traffic Volumes – Do Nothing & Do Something Scenarios - Knockbrogan Crossroad (R589 Macroom Road / L-2040 Old Cork Road Junction). This Table replaces Table 6-6 in the initial EIAR

Time Period	Do Nothing - Junction Traffic Volumes	Do Something - Junction Traffic Volumes	% Increase in Traffic Volumes
Base Year: 2025 Traffic Survey (vehs/hr)			
AM Peak Hour	1,017	1,017	----
PM Peak Hour	944	944	----
2028 Traffic Volumes (Proposed Opening Year) (vehs/hr)			
AM Peak Hour	1,164	1,175	0.96%
PM Peak Hour	1,107	1,122	1.29%
2031 Traffic Volumes (Proposed Opening Year) (vehs/hr)			
AM Peak Hour	1,207	1,257	4.16%
PM Peak Hour	1,147	1,211	5.60%
2038 Traffic Volumes (Design Year: 10 years) (vehs/hr)			
AM Peak Hour	1,271	1,316	3.51%
PM Peak Hour	1,207	1,264	4.73%
2043 Traffic Volumes (Design Year: 15 years) (vehs/hr)			
AM Peak Hour	1,327	1,371	3.36%
PM Peak Hour	1,259	1,316	4.54%

Based on the percentage increase in traffic at the junction, the proposed development generates between a maximum of 0.96% and 1.29% increase

in traffic in the peak periods assuming that Phase 1 of the proposed development is operational in the opening year 2028.

The proposed development will generate between 4.16% and 5.56% increase in traffic in the peak periods once the site is fully operational in the future year 2031, 2038 and 2043.

Table 3 – Summary of the percentage increase of traffic at the main junctions for the Predicated Peak Hour Traffic Volumes – Do Nothing & Do Something Scenarios - L-2040 Old Cork Road / R589 North Main Street Junction. This Table replaces Table 6-7 of the initial EIAR.

Time Period	Do Nothing - Junction Traffic Volumes	Do Something - Junction Traffic Volumes	% Increase in Traffic Volumes
Base Year: 2025 Traffic Survey (vehs/hr)			
AM Peak Hour	1,510	1,510	----
PM Peak Hour	1,431	1,431	----
2028 Traffic Volumes (Proposed Opening Year) (vehs/hr)			
AM Peak Hour	1,802	1,828	1.43%
PM Peak Hour	1,782	1,817	1.96%
2031 Traffic Volumes (Proposed Opening Year) (vehs/hr)			
AM Peak Hour	1,866	1,982	6.21%
PM Peak Hour	1,843	2,000	8.53%
2038 Traffic Volumes (Design Year: 10 years) (vehs/hr)			
AM Peak Hour	1,963	2,066	5.24%
PM Peak Hour	1,935	2,074	7.22%
2043 Traffic Volumes (Design Year: 15 years) (vehs/hr)			
AM Peak Hour	2,047	2,150	5.03%
PM Peak Hour	2,014	2,154	6.94%

Based on the percentage increase in traffic at the junction, the proposed development generates between a maximum of 1.43% and 1.96% increase in traffic in the peak periods assuming that Phase 1 of the proposed development is operational in the opening year 2028.

The proposed development will generate between 6.21% and 8.53% increase in traffic in the peak periods once the site is fully operational in the future year 2031, 2038 and 2043.

Following receipt of the RFI, it was considered that changes to the assessment of the relevant junctions, as requested, was undertaken, and Hegsons Design Consultancy Ltd have assessed the impact of the changes on the assessment and have updated Site 1 and Site 2 table from the EIAR Appendix 6.1.

No material changes are proposed to the initial Traffic and Transport chapter submitted as part of the EIAR, however Table 6.1 of Volume 3 of the initial EIAR has been amended to reflect the revised junction assessment. To reiterate, the only changes outlined in the revised table for Appendix 6.1 relate to Site 1 and Site 2. Information for Sites 3-9 remain unchanged. Please refer to revised Appendix 6.1 of this addendum which now supersedes Appendix 6.1 as submitted in the initial EIAR.

2.6.4 Cumulative Effects

The cumulative assessment considered all committed developments, including those raised in the RFI, and those which will have an impact on the junctions. Although there are a number of granted planning application within the area they are deemed to have a very minor impact on the selected junctions. The proposed development is not likely to result in significant adverse impacts either alone or in combination with the existing planned or likely future projects.

2.6.5 Mitigation and residual effects

The design changes in the RFI response, do not remove or weaken any of the key mitigation measures identified in the Traffic and Transport Assessment.

Given that the size of the proposed development are unchanged, and the only changes form the RFI was an increase in the background traffic, the impact of the proposed development has slightly reduced within the study area.

The residual effects and their significance remain as reported in the original Traffic and Transport Chapter of the EIAR.

2.7 Chapter 7 - Material Assets: Built Services

There is no material change to this chapter resulting from the further information response.

2.8 Chapter 8 - Material Assets: Waste

There is no material change to this chapter resulting from the further information response.

2.9 Chapter 9 - Land & Soils

There is no material change to this chapter resulting from the further information response.

2.10 Chapter 10 – Hydrology and Hydrogeology

There is no material change to this chapter resulting from the further information response.

2.11 Chapter 11 - Biodiversity

There is no material change to this chapter resulting from the further information response.

2.12 Chapter 12 - Noise and Vibration

There is no material change to this chapter resulting from the further information response.

2.13 Chapter 13 - Air Quality

There is no material change to this chapter resulting from the further information response.

2.14 Chapter 14 - Climate

There is no material change to this chapter resulting from the further information response.

2.15 Chapter 15 - Cultural Heritage

There is no material change to this chapter resulting from the further information response.

2.16 Chapter 16 - Risk of Major Accidents and Disasters

There is no material change to this chapter resulting from the further information response.

2.17 Chapter 17 - Interactions

There is no material change to this chapter resulting from the further information response.

2.18 Chapter 18 - Summary of Mitigation Measures

There is no material change to this chapter resulting from the further information response.

3. Conclusion

This report has outlined the changes to the EIAR submitted with the LRD application at Knockbrogan, Bandon, Co. Cork following a request for further information from Cork County Council.

As stated throughout this report, there is no material change to the chapters of the initial EIAR in light of the revised material submitted to the Council as part of the RFI response. Where minor changes have been made, these have been outlined in this report to each relevant chapter and Appendix 6.1 accompanies this report and replace

Appendix Chapter 6.1 – Traffic Survey and AADT

HEGSONS
Design Consultancy limited

Name: HDC1308 - Castlerock Bandon - Bandon Co Cork Junction Traffic Counts

Date of Traffic Surveys: Tuesday 29 April 2025

SITE 1 : Summary of Peak Hour and AADT Volumes

	Without Development		With Development			Without Development	With Development	AADT	
Year	AM Peak	PM Peak	AM Peak	PM Peak	% HGVs	AADT	AADT	Difference	% Difference
2025	1,017	944			5.0%	10,852			
2028	1,149	1,089	1,160	1,104	5.0%	12,388	12,529	141	1.1%
2031	1,192	1,129	1,242	1,193	5.0%	12,844	13,478	634	4.9%
2038	1,256	1,189	1,301	1,246	5.0%	13,533	14,096	563	4.2%
2043	1,312	1,241	1,356	1,298	5.0%	14,125	14,688	563	4.0%

SITE 2 : Summary of Peak Hour and AADT Volumes

	Without Development		With Development			Without Development	With Development	AADT	
Year	AM Peak	PM Peak	AM Peak	PM Peak	% HGVs	AADT	AADT	Difference	% Difference
2025	1,510	1,431			6.0%	16,276			
2028	1,763	1,727	1,789	1,762	6.0%	19,317	19,653	336	1.7%
2031	1,827	1,788	1,943	1,945	6.0%	20,007	21,518	1511	7.6%
2038	1,924	1,880	2,027	2,020	6.0%	21,052	22,395	1343	6.4%
2043	2,008	1,959	2,111	2,099	6.0%	21,954	23,297	1343	6.1%

SITE 3 : Summary of Peak Hour and AADT Volumes

	Without Development		With Development			Without Development	With Development	AADT	
Year	AM Peak	PM Peak	AM Peak	PM Peak	% HGVs	AADT	AADT	Difference	% Difference
2025	1,775	1,807			6%	19,823			
2028	2,008	2,064	2,030	2,090	6%	22,532	22,805	272	1.2%
2031	2,083	2,140	2,184	2,261	6%	23,373	24,598	1226	5.2%
2038	2,197	2,256	2,287	2,363	6%	24,645	25,735	1089	4.4%
2043	2,295	2,356	2,385	2,464	6%	25,744	26,833	1089	4.2%

SITE 4: Summary of Peak Hour and AADT Volumes

	Without Development		With Development			Without Development	With Development	AADT	
Year	AM Peak	PM Peak	AM Peak	PM Peak	% HGVs	AADT	AADT	Difference	% Difference
2025	1,107	1,169			3.0%	12,596			
2028	1,226	1,305	1,237	1,319	3.0%	14,010	14,142	133	0.9%
2031	1,272	1,353	1,319	1,414	3.0%	14,528	15,126	597	4.1%
2038	1,341	1,426	1,382	1,480	3.0%	15,311	15,841	531	3.5%
2043	1,399	1,487	1,441	1,542	3.0%	15,974	16,505	531	3.3%

SITE 5: Summary of Peak Hour and AADT Volumes

	Without Development		With Development			Without Development	With Development	AADT	
Year	AM Peak	PM Peak	AM Peak	PM Peak	% HGVs	AADT	AADT	Difference	% Difference
2025	1,067	1,054			7.5%	11,738			
2028	1,145	1,132	1,146	1,133	7.5%	12,598	12,615	17	0.1%
2031	1,191	1,177	1,197	1,184	7.5%	13,102	13,179	76	0.6%
2038	1,260	1,246	1,266	1,252	7.5%	13,868	13,936	68	0.5%
2043	1,321	1,305	1,327	1,312	7.5%	14,534	14,602	68	0.5%

SITE 6 : Summary of Peak Hour and AADT Volumes

	Without Development		With Development			Without Development	With Development	AADT	
Year	AM Peak	PM Peak	AM Peak	PM Peak	% HGVs	AADT	AADT	Difference	% Difference
2025	787	652			10.0%	7,964			
2028	866	734	870	738	10.0%	8,853	8,897	45	0.5%
2031	901	762	917	782	10.0%	9,203	9,404	201	2.2%
2038	953	806	968	824	10.0%	9,737	9,915	179	1.8%
2043	1,000	845	1,015	862	10.0%	10,206	10,385	179	1.8%

SITE 7: Summary of Peak Hour and AADT Volumes

	Without Development		With Development			Without Development	With Development	AADT	
Year	AM Peak	PM Peak	AM Peak	PM Peak	% HGVs	AADT	AADT	Difference	% Difference
2025	934	893			6.0%	10,111			
2028	1,014	960	1,020	967	6.0%	10,922	10,995	73	0.7%
2031	1,054	997	1,081	1,029	6.0%	11,351	11,680	329	2.9%
2038	1,114	1,055	1,138	1,083	6.0%	12,000	12,292	292	2.4%
2043	1,165	1,104	1,190	1,132	6.0%	12,560	12,852	292	2.3%

SITE 8: Summary of Peak Hour and AADT Volumes

	Without Development		With Development			Without Development	With Development	AADT	
Year	AM Peak	PM Peak	AM Peak	PM Peak	% HGVs	AADT	AADT	Difference	% Difference
2025	1,020	970			6.0%	11,013			
2028	1,112	1,046	1,118	1,048	6.0%	11,940	11,985	45	0.4%
2031	1,155	1,087	1,181	1,098	6.0%	12,407	12,609	202	1.6%
2038	1,221	1,149	1,243	1,159	6.0%	13,114	13,293	179	1.4%
2043	1,277	1,203	1,300	1,212	6.0%	13,724	13,903	179	1.3%

SITE 9: Summary of Peak Hour and AADT Volumes

	Without Development		With Development			Without Development	With Development	AADT	
Year	AM Peak	PM Peak	AM Peak	PM Peak	% HGVs	AADT	AADT	Difference	% Difference
2025	1,356	1,599			8.0%	16,353			
2028	1,490	1,750	1,498	1,758	8.0%	17,928	18,021	93	0.5%
2031	1,548	1,819	1,587	1,856	8.0%	18,634	19,053	418	2.2%
2038	1,637	1,924	1,672	1,956	8.0%	19,707	20,079	372	1.9%
2043	1,715	2,015	1,749	2,048	8.0%	20,642	21,014	372	1.8%